

This document is hereby regraded to
CONFIDENTIAL in accordance with the
letter of 10 October 1973 from the
Director of Central Intelligence to the
Archivist of the United States.
Next Review Date: 2008

FLD
449

Document No. 15
NO CHANGE in Class.
DECLASSIFIED TO: 4 Apr 77
Class. CHANGED BY: 1783
Auth: DDA REG. 77
Date: 25 APR 1978

CENTRAL INTELLIGENCE GROUP INTELLIGENCE REPORT

25X1A

COUNTRY USSR

DATE:

SUBJECT Communications in Asiatic Russia

INFO. November 1946

DIST. 13 March 1947

25X1A

PAGES 2

SUPPLEMENT

25X1X

ORIGIN

1. An examination of the railways at present in use, under construction, or being altered from single to double track shows how Russia is striving to exploit vast areas which have mineral deposits and heavy industries. The five-year plans have been designed to make the Asiatic Republics economically autonomous and the fourth five-year plan also provides for an expansion of industries in Asia, in proportion to the betterment of communications, particularly railways. The tendency to make the Asiatic Republics economically and industrially autonomous is of military importance; for, in the event of conflict in Europe, Siberia would be able to supply an army in the West, no matter what happened. In the event of conflict on both fronts or only on the Asiatic front, the relative proximity of centers of production to the army in the East, made even more evident by the railways that are being built, would favor the employment of forces which previously could never have been used.
2. The following lines appear to warrant attention:
 - a. A line under construction which will link Central Siberia and Kazakhstan with European Russia. It begins at Abakansk (joined to the Trans-Siberian railway by the Achinsk-Abakansk line) and passes through Kuznetsk-Barnaul-Pavlodar-Akmolinsk (Kazakhstan) - Kustanai-Magnitogorsk (Urals) and rejoins the Trans-Siberian railway immediately east of Samara (Kuybishev). It uses the section already existing between Slavgorod-Pavlodar-Ekibastuz and Akmolinsk-Kustanai-Troitsk-Magnitogorsk. It will be a single track line except for the Akmolinsk-Kustanai-Troitsk sector, where a second line is being built. It will be joined to the Trans-Siberian railway by single track lines between: Abakansk-Achinsk; Kuznetsk-Yurga; Barnaul-Novosibirsk; Slavgorod-Tatarskaya; Akmolinsk-Borovoe-Petropavlovsk; Troitsk-Chelyabinsk.
 - b. The present line in Kazakhstan from Orenburg (Chkalov)-Alma Ata-Novosibirsk, on the Trans-Siberian railway, will be joined by the following single track lines: Slavgorod-Semipalatinsk (under construction); Akmolinsk-Karaganda (double track and in use)-Bertis (Balkhash)(in use)-Chu (under construction); Karaganda-Aralskoe More (Aral Sea) (under construction); Troitsk-Orsk (second track under construction)-Kandagach Station on the Orenburg-Tashkent line (under construction). This sector is important because the line for Gurev on the Caspian Sea begins at Kandagach Station.

CONFIDENTIAL

CLASSIFICATION SECRET

EXEMPTION LISTING MUST BE

IR	X

25X1A

This new railway network will make Kazakhstan more important, as oil and coal, as well as heavy industries, are in the Alma-Atinsk-Karaganda area. From the military point of view, it will increase the possibility of supplying and moving the Eastern army which has the task of defending the industries of the Urals and Western Siberia from attacks from the south-east and southwest.

- c. The following sectors of the central and western Trans-Siberian railway will be electrified: The Urals, from Chelyabinsk to Knopacevo (sic); the Chelyabinsk-Zlatoust sector is already electrified.
- d. Marshalling yards are at Kulomzino, where the Moscow-Sverdlovsk-Omsk line arrives, and at Kharabinsk (300 km east of Omsk). Omsk station is under repair at present.
- e. The B.A.M. line (Baikal-Amur-More) is of particular importance in the East. It was completed in 1939. It begins at Taishet and goes northwest through Bratskoe Ostrog-Ust-Kut (a port on the Lena River)-Bodaibo; it continues south, reaching Nagornoe, and then goes towards the sea in two different directions, one east to Port Ayan and the other southeast through Stoiba-Nimanchik, reaching the River Amur at Komsomolsk. This line is linked with the Trans-Siberian railway as follows:
 1. One sector along the Vitim valley, probably beginning at Bodaibo, arriving at Nerchinsk, which in its turn is linked with a branch of the Trans-Siberian railway by the Nerchinsk-Priiskovaja sector.
 2. The second line joins Nagornoe with Rukhlovce.
 3. The third begins at Nimanchik and reaches the Trans-Siberian railway at Bakhereva, probably following the Bureya valley.

25X1A

Comment: The Baikal-Amur Railroad, running east from Taishet on the Trans-Siberian (northwest of Lake Baikal) to Komsomolsk and Sovetskaya Gavan on the Pacific, was constructed during the latter part of the 1930's. Conflicting opinion exists on whether the road has been entirely completed. The route of the Baikal-Amur Railroad (from west to east) is roughly as follows: Taishet to Ust-Kut, then south of the Lena across the gold region of Bodaibo, the Stanovoi Mountains, the valley of the Upper Lena, the Tukuringra Mountains, the Selendsha River, the upper Bureya River, and on to Komsomolsk. Connections with the Trans-Siberian in the east are made from lines running south from Sofiski to Bureya, and from Komsomolsk to Khabarovsk. Except for the branches and the western end of the line, in no other place does it come within 100 miles of the Trans-Siberian.

The Baikal-Amur Railroad is important from an economic angle because it will make accessible the gold deposits of the Bodaibo region, the Vitim region, and Southern Yakutia, and connect the coal deposits of Bureya with the iron ore deposits of Chuigan.)

~~SECRET~~

CONFIDENTIAL